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SUNDAY, JULY 23, 1916.

A Line o' Cheer Each Day o' the Year.

By JOHN KENDRICK BANGS.

First printing of an original poem, written daily for The Washington Herald.

A SENSIBLE RESOLVE.

I shall not "kick"—twixt me and you—
Since that is what mere Donkies do.
All "croaking" I shall leave to frogs,
And "growing" unto surly Dogs,
But like a grateful mortal I
Shall join in days a-flying by,
And as I watch the good earth flit
Just thank the Lord above for it.

(Copyright, 1916.)

It takes 600 tons of ice cream monthly to satisfy the Capital's sweet tooth. Quite a tribute to the appetite of young America.

The methods being employed on the western front between the allies and the central powers are rapidly becoming a filing and checking system.

Where, oh, where, is that something we recall reading in the news from Baltimore about three years ago that pledged a certain party to a single term of four years.

Representative Carter, of Massachusetts, in presenting the militia with some of the product of his underwear factory evidently believes in getting close to the soldiers.

Senate leaders feel that the Mexican crisis has been passed. Nevertheless, one murderous cut-throat and bandit, Villa by name, was still roaming around across the Rio Grande according to last accounts.

It is reported that little activity is noticeable about the Deutschland in Baltimore harbor. It is the fond hope of Skipper Koenig that less will be noticed until he is well under cover in the briny deep.

Up-to-date Ripon, Wis., stands in unabashed glory as the only city or town which claims it can get along without the new Federal Buildings and sites provided for in the public buildings and grounds bill.

Another war credit is to be asked of the British House of Commons—the eleventh in two years. That will make a total of 2,682,000,000 pounds. And Uncle Sam is not saying a word against such extravagance.

That promises to be a great game of hide and seek off the Virginia capes that will be worth watching. The Deutschland came in but to depart in spite of the allies' patrol ships means a battle of wits and real strategy.

Trying to stir up discontent and create grievances among National Guardsmen on the border and among their families at home is as contemptible partisan politics as desperation ever inspired—New York World. Would it be libelous to tell us the name of this political incendiary?

Once more the national Prohibition party has determined to sacrifice itself on the altar of its political convictions by undertaking the hopeless task of electing its Presidential ticket. There is much that is truly heroic in this quadrennial immolation—a heroism, too, which owes nothing to artificial stimulation.

Mr. Hughes has assumed a delicate task in trying to reconcile the differences between the various Republican factions in Illinois. It will require an almost miraculous exercise of political thaumaturgy to combine into a pacific whole the methods employed by the William Lorimer school of ethics with those represented by Jan. Adams.

The "ragged remnants" of the Progressive party is the way in which an editorial in yesterday's issue of the Suffragist, official organ of the Congressional Union for Woman Suffrage, refers to what is left of that political organization. The Suffragist questions why the political leaders of the other parties "are all so anxiously concerning themselves" about this dwindling vote, while they discount a source of strength very much more important to them, namely, the votes of the women in the twelve suffrage States.

"Everybody knows," says the editorial, "that women contributed fully as much as men to the huge Progressive vote polled in 1912. Women not only voted for the Progressive party in large numbers in the equal suffrage States, but worked voluntarily for it all over the country."

Preparedness on Pacific.

No section of the country should be more earnestly in favor of defense than the defenseless Pacific Coast, and no body of citizens should have a clearer realization of the grave danger of our present defenselessness than those living around the great commercial entrepot of San Francisco Bay. Let us join heartily with San Francisco in lifting a mighty popular voice against continued unpreparedness. —Oakland Tribune.

Warring with Foods.

Though the war is nearing the end of its second year, Germany still is reaping the rich reward of preparedness and she will continue the harvest not only until the end of the war but after peace is made. Perhaps the best way to estimate what preparedness has meant to Germany is to imagine what her plight would be today if she had not been prepared.

The world has been shown that Germany prepared herself to the last minute detail, a preparedness that may roughly be divided into that of her army and that of the nation to sustain the army. To have prepared the army and left the nation unprepared would have been folly, events have shown, and as the war enters its third year, the preparedness of the nation daily grows more important in staving off defeat.

This is because the war is reaching a stage where food is becoming more important as a weapon. Britain established her blockade to cut off Germany's food as soon as the war started, but after two years the Germans still are eating and Herr von Schorlemer, minister of agriculture, says the nation need not worry about food for at least another year.

With her military preparedness before the war was begun, Germany was free to put the nation in the highest state of preparedness for a long struggle—to give the government's attention to the work of keeping the nation in food. And that Germany today has food is due probably entirely to this governmental direction. England well may marvel that Germany, shut off from the world by the British blockade, is not starving.

The war caught Britain unprepared. Her first work was to raise an army and the problem of recruiting was complex. The second task was that of supplying the army with munitions and that problem also was difficult. These works kept the government so occupied it could not give the necessary attention to insuring a steady and full supply of food for the period of a long war.

And just as Britain has paid dearly for her lack of military preparedness she is beginning to pay for her failure to guard against a shortage in food. Of course Britain has adopted a number of measures to conserve food supplies, but conditions are beginning to reveal these measures as weak and almost wholly ineffectual.

So today England, finding that the starvation of Germany still seems distant, must see to it that she herself is not starved, and England is just beginning a task that Germany has been working on for two years. Tardy in starting England may be expected to accomplish her work with the same degree of success that marked the organization of the greatest volunteer army the world has seen.

Of course Germany never will starve no matter how tight the British blockade may be drawn or how far the German armies are driven back over the fields that have been tilled. But the German food supplies may shrink so that prices will soar far beyond the reach of the people and the clamor for peace grow so loud it cannot be stilled. Then Germany would face the necessity of asking peace on the terms of her enemies.

This has been the object of the British starvation blockade and the condition that England has been seeking to force on Germany soon may confront the English people. Of course England never will be reduced to actual starvation. With her ships free to sail the seas she can call on the world for food and get it, long after the German people have been put on starvation rations.

But the cost of food in England is steadily increasing and England's problem is to keep this price down until the prices in Germany are beyond the reach of the people. That England will solve the problem in some way is not to be doubted and the world will watch with keen interest how she enters upon this second great phase of the war.

On the Tube Contracts.

Postmaster General Burleson has lost in his first skirmish against the pneumatic tube service and the companies have been given until March 4, to fix up their contracts following the conference report on the postoffice and post roads bill.

This underground method of transporting the mail has been carried on between the terminals and postoffices in Boston, Brooklyn, Chicago, Philadelphia, and St. Louis since the Cleveland administration and the present ten-year contracts are scheduled to expire December 31. The amendment of the Senate makes mandatory the continuance of the service for three months. The companies are thus given additional time to prove their contention before they can be wiped out of business.

The Burleson contention that an economy can be affected by substituting the motor car for the tube service is not conceded by the tube officials. The Postmaster General feels that the price per mile authorized in the law of 1902, \$17,000 is too high for the type of service rendered.

For the purpose of proving his contention, he advances the "percentage of capacity" argument. Percentage of use in a Postoffice Department commodity hardly seems fair. The fact is that the contractor cannot control the mail, has no means of determining its volume but must constantly have his apparatus up to the 100 per cent efficient standard.

In defending their price the contractors say that the government enjoys the same rate now as it did in 1902, notwithstanding that the price of labor and the incidentals in connection with the operation of the tube service has generally increased.

There probably is much merit in the arguments, pro and con on the subject, but it is nothing more than plain justice for the companies that no action that puts into the scrap heap a costly equipment be taken until they have the fullest opportunity to prove their case. That the Senate has given them by its action in the postoffice bill.

Meanwhile it might be pertinent to ask what has become of the commission that was appointed to investigate and report on this matter by October 1, 1915.

That commission has conducted its investigation, but up to the present time has not reported, or if it has reported the Postmaster General has not made public its findings. Such a report ought to furnish illuminating information when the matter of renewing these contracts comes up again.

Senate to Air Site Controversy.

The statement made yesterday by Senator Gallinger that the question of locating the proposed municipal hospital at Fourteenth and Upshur streets northwest will be fully discussed on the floor of the Senate when the District bill is taken up by that body must be gratifying to all residents of Washington whether they be advocates or opponents of building the hospital on that site.

A full and open discussion of the question that has been agitating a large part of the city's population for months now seems assured, and it is to be expected that after all arguments for and against the proposed site are brought out the Senate will act for the best interests of the largest number of residents of the District.

To say that persons living in the vicinity of the site are opposed to the erection of the hospital is putting it mildly. It is hardly an exaggeration to say that no move on the part of the government in that section ever has been so hotly contested. And behind these residents are real estate men with property near the site.

The arguments against the proposed site are too numerous to mention, but chief among them seems to be the contention that the opening of a municipal hospital there will greatly lessen the attractions of the section for residential purposes and that therefore a large number of persons who have built homes there will suffer losses.

The protestants assert that they will not care to live in a neighborhood through which alcoholic patients, dope fiends, mental suspects and other undesirables must pass to and from the hospital and that the proper site for the hospital is on the government reservation where the Washington Asylum Hospital now stands.

Though there may be a number of strong reasons why the ground at Fourteenth and Upshur streets is suitable as a hospital site, the Senate probably will not ignore the protests of the hundreds of persons residing in the vicinity.

History Builders.

A Millionaire's Sense of Humor.

By DR. E. J. EDWARDS.

Shortly after Dr. Arthur Twining Hadley became president of Yale university, he was called upon or took it upon himself to undertake to raise a fund of one million dollars in the hope that the money could be secured or the subscriptions made in time to celebrate with it the two hundredth anniversary of the founding of Yale college.

The fund was raised, but not until after Dr. Hadley had almost despaired of securing it. It was, in fact, due to the late M. C. D. Borden, who for years had been recognized as the greatest manufacturer of American cotton goods and who undertook to assist President Hadley, that the money was raised.

Mr. Borden told me the story in full, but there was one detail of it associated with the late James J. Hill which seems especially appropriate to narrate at this time.

"Arthur Hadley was having great difficulty in getting subscriptions for this fund," said Mr. Borden. "I told him that I would take hold of it and I assured him that within three days I would secure six hundred thousand dollars. If he had six hundred thousand dollars he would have no difficulty about getting the balance because rich men always liked to appear upon a list at the head of which stand the names of several other rich men who have given liberally."

"With one or two friends I went to see James J. Hill, who happened to be in New York at that time. We found him at his rooms in the hotel which he used to make his home when he was in New York. He had been confined to his room for two or three days by a heavy cold. I told him in a few words what we wanted him to do. We wanted him to be one of six men who would give a hundred thousand dollars to this fund. He said he wouldn't give a cent. I told him that we were not going to leave the room until he put his name down for a hundred thousand."

"We talked for about an hour and then Mr. Hill said he would give twenty-five thousand and I told him that he would give seventy-five thousand more than that before we left him. We talked for another hour and then he said he would give fifty thousand dollars. And then I told him we would not leave him until he had added fifty thousand to it. It was past midnight when he said 'All right, I'll make it a hundred thousand.' And he put his name down for that amount."

"One of my friends asked me when we were going away why Mr. Hill had stood out so long, and I replied that I knew the instant I made the proposition to him that he would give the money, but he wanted to make us work for it. He was having fun with us."

It was an interesting circumstance that the two Harkness brothers—who died recently—joined in a subscription of a hundred thousand dollars to this Yale fund, the same day that Mr. Hill subscribed a like amount, and Mr. Hill survived them by only a few days.

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America's Interest and Gain.

America's policy in the present world's war is undoubtedly led by a commercial thought. America is the country which in the first line gains materially by the European bloodbath. The exports of America have been mightily increased. They show figures which appear in world traffic as records, which have never before existed and this lead to the conclusion that America has every interest in assuring its position by a long war? In Europe there is a fight for supremacy between England and Germany, and during the fight and probably also after America will take the lead in world commerce. Imports to America have gone back, especially imports from Europe, but imports from non-European countries have been increased.—Zuger Volksblatt, Zug.

Britain at Suez.

We recognize here also the small importance of American migration. Among the 5,000 ships which passed the Suez Canal in 1911 there was not a single American steamer.

Straits and communications between the seas are of such an importance for the entire humanity that they should under no circumstances be governed by one single great power.

We fight for free trade upon the eternal sea which does not belong to any single country, and we may be proud and full of holy delight that every victory helps us destroy the chains which the egoistic people of Britain have cast around the oceans.—Prof. Dr. K. Dove, Freiburg, Y. B., in Die Wache.

The Herald's Army and Navy Department

Latest and Most Complete News of Service and Personnel Published in Washington.

A recent statement of the chief engineers of the army places that official on record as favoring the extension of permission to officers of the reserve corps of engineers to also hold commissions in the National Guard or to be enlisted in that organization, for the benefit of the training thus derived. The chief of engineers, of course, favors this plan only if it comes within the scope of the law.

The War Department, incidentally, holds that there is nothing in the law to prevent this dual status, and it is in the reserve corps of engineers and it is generally regarded that the relationship between the two is not such as to make performance of one duty a bar to the other. There may be some cases when an officer would be called upon to perform both duties in the same period, this could be arranged, it is believed, to avoid confusion.

The chief of argument for the interchange of duties, it may be said, is that the potential efficiency of an officer of the reserve engineer corps would be increased by service in the National Guard and since National Guard officers may be appointed from the enlisted personnel, there is a chance that a reserve officer enlisted in the Guard, might easily rise to a commission with the proper application. In the event of war, it would be a comparatively simple matter for the government to decide whether he should be used as a reserve officer or a National Guard officer. The government is obliged to make the same choice in the case of a regular army officer on the active list who holds a National Guard commission.

Under the auspices of the War and Navy Departments, considerable work is being carried out with the view of improving engine and structural details of all planes, the standardization of all parts as far as practicable, and the widening of the manufacturing field. One of the first things the Signal Corps authorities encountered in their efforts to interest manufacturers of internal combustion engines in the development and manufacture of airplane engines, was the query from such manufacturers as to the kind of engine desired by the government.

Henry Southern, a gas engine expert of national repute, now employed by the army Signal Corps, and an aviation expert; Bureau of Standards officials and members of the recently organized aeronautics engineering division of the Society of Automobile Engineers, are co-operating in the production of standard design and specifications that will answer this question.

Recently, a conference was held at the Bureau of Standards, which was attended by a large number of experts, including Mr. Southern, Dr. Herbert C. Dickinson, assistant physicist, Bureau of Standards, and Mr. W. S. N. Naval Constructor Holden C. Richardson, Assistant Naval Constructor Jerome C. Hunsaker, and Capt. Virgilus E. Clark, chief of the aviation section of the Signal Corps.

As a further force in this work, the national committee for aeronautics, has a subcommittee on engines consisting of Dr. S. W. Stratton, chief of the Bureau of Standards, Lieut. Col. G. O. Squier, of the Signal Corps, and Mr. J. M. Bristol, head of the navy air service. Dr. Dickinson, Mr. Southern and Lieut. Clark represented this committee at the recent conference.

At this consultation it was decided that during the next six months there would be a demand for four sizes of airplane engines—developing from 80 to 100 horsepower; from 120 to 160 horsepower; from 160 to 200 horsepower, and over 200 horsepower.

The demand for these types, they be-

lieved, would divide itself as follows: Thirty-five per cent for the first type; 45 per cent for the second, 15 per cent for the third and 5 per cent for the fourth.

So rapid are the changes in the development of aviation science that the conference considered it inadvisable to make a prediction as to the requirements of the airplane industry for a period beyond six months. Problems in connection with the gearing down of propellers so that they may be driven at a slower speed than the engines, are also receiving attention from these experts.

On August 1, a board of marine officers will convene at the Marine Barracks here for the examination of from 15 to 20 enlisted men of the Marine Corps who have applied for appointment as second lieutenants in that corps. The board will consist of Col. Charles G. Doyen, Lieut. Col. Charles G. Long, and Maj. George C. Thorpe.

At the present time, there are about thirty-three vacancies in the grade of second lieutenant in the Marine Corps, and with the passage of the naval appropriation bill, many more are created, both in the first and second lieutenant grades. Qualified civilian candidates will be eligible to these places after the quota of enlisted men have qualified and been appointed. No arrangements for the appointment of civilians will be made until after the effective date of Marine Corps legislation.

The ordinary provisions of hospital service have shown a defect through lack of experience in the ambulance campaign. It has become apparent that many of the sick and injured find a reclining position in the suspended litters of the army ambulances almost unendurable, particularly over long and tedious journeys. The alternative of sitting upright on the side seats of the ambulance is also very exhausting.

For this reason, a tentative suggestion has been made that the medical department of the army procure a number of ordinary commercial motor cars of seven-passenger capacity for the carrying of patients under conditions where the regular army ambulance is not suitable. A full consideration of this suggestion will be given, but it is not feasible, inasmuch as the army medical department appropriation is not available for the purchase of passenger-carrying automobiles.

ARMY ORDERS.

The following named officers will report in person to Col. Edward A. Miller, Third Field Artillery, president of the examining board at Eagle Pass, Tex., appointed in paragraph 2, Special Orders, No. 12, dated July 19, 1916.

First Lieut. Joseph C. Morrow, Jr., aviation officer, Signal Corps, now on sick leave of absence, reported to the board. Second Lieut. George W. C. Whiting, Fourth Infantry, Second Lieut. James A. O'Brien, Twenty-third Infantry.

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Private First Class Lawrence Stringer, Medical Department, United States Disciplinary Barracks, Fort Leavenworth, Kan., was sent out for Sam Houston, Tex., for assignment to duty in the Southern Department.

A board of officers is appointed to meet at the

call of the president at Meriden, Tex., for the examination of officers who have been transferred to the cavalry arm. Detail of the board: Maj. John D. L. Hartman, Third Cavalry; Capt. James K. Reamer, Second Cavalry; Capt. Paul T. Byrne, Third Cavalry; Capt. Paul T. Byrne, Third Cavalry; Capt. William S. Wells, Third Cavalry.

Second Lieut. Arthur B. Boettcher, Eighteenth Infantry, will report in person to Col. Edward A. Miller, Third Field Artillery, president of the examining board at Eagle Pass, Tex., at such time as they may be required by the board for examination to determine his fitness for transfer to the cavalry.

The following named officers will report in person to Col. Charles G. Doyen, Lieut. Col. Charles G. Long, and Maj. George C. Thorpe, at such time as they may be required by the board for examination to determine his fitness for transfer to the cavalry.

By the direction of the President, each of the following named officers will report in person to the President of an army retiring board at the President of San Francisco, Cal., at such time as they may be required by the board for examination to determine his fitness for transfer to the cavalry.

By the direction of the President, each of the following named officers will report in person to the President of an army retiring board at the President of San Francisco, Cal., at such time as they may be required by the board for examination to determine his fitness for transfer to the cavalry.

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